COMMERCE COMMISSION.

son With 1900-Roads in Hands

of Receivers.

A summary of the annual report on sta-

tistics of railways in the United States,

covering the year ending June 30, 1901.

has been issued by the interstate com-

merce commission. The number of rail-

roads in the hands of receivers on that

as compared with the corresponding date of

the year previous. The capital stock rep-

resented by the railways in the charge of

receivers was \$49,478,257, funded debt \$54.

748,662, and current liabilities \$14,183,230.

\$58,618,598, and in funded debt of \$52,644,

The total single track railway mileage is

on the date stated was 1,550,833, there hav

Habilities, which is not included in the fore-

going figures, was \$620,403,419, or \$3,266 per mile of line. The number of passengers car-

## **\*\*\***\*

## Leaders since 1867. "Remnants."

They crop up faster at the end of the season than at any other time-and it is to your good fortune that they do. You piece out the summer's needs at a fraction of the regular prices-because we cut without any consideration

MEN'S Blue Serge Suits: strictly all wool and fast color; cut in the most popular Single-breasted Sack style. Worth up to \$10 a Suit; broken \$6.75

BOYS' Brownie and Double-breasted Short Pants Suits; broken sizes of \$2 and \$2.50 grades. Any 95c. of them.....

**YOUNG Men's Long Pants** Suits; Plain and Fancy effects; sizes 14, 15 and 19 years: \$7.50 and \$3.75 \$9 Suits......

25 PAIRS of Boys' Wool Knee Pants; small sizes only; 50c. and 50c. 25c. Pants. Any of them BOYS' Star Shirt Waists; White and Fancy effects;

regular \$1 and \$1.25 Waists. Any of them ..... MEN'S Neglige Shirts,

Black and White Striped effects, with plaited bosoms; \$1 Shirts; broken 69C. MEN'S 10c. All-linen Col-

lars, in sizes 14, 141/2, 161/2, 17, 171/2, 18, standing or turn-over 12 for 25c. MEN'S Fast Black Hose; only a few pairs of scatter-

ing sizes; regular 10C. MEN'S Derbys and Fedoras; broken lots of the late spring styles; genuine für felt. Choice 65c.

BOYS' All-wool Blue Serge Eton Caps, with long visors; worth 25c.

ANY Boys' Straw Hat in the department; no matter what it is or what it

 $_{75^c}^{cost; worth up to}$  15c. CHILDREN'S Duck and Crash Hats and Caps, odds

and ends of the season's styles. Choice 19c. LADIES' Black Vici Kid and Patent Leather Oxford

Ties and Lace Boots; worth up \$1.00

LADIES' Black and Tan Vici Kid and Patent Leather Button and Lace Shoes and Oxford Ties; \$2.00

MEN'S Black Vici Kid, Box Calf and Patent Leather Button and Lace Shoes and Oxfords; only large and small sizes; worth up \$1.50

MEN'S Black Vici Kid, Velour Calf and Patent Colt Oxfords and High Lace Shoes; worth up \$2.35

BOYS' and Youths' Black and Tan Calf, Vici Kid and Patent Leather Lace Shoes; \$3 \$1.50

MISSES' and Children's and Little Gents' Lace Shoes and Oxfords; Black, Tan and Patent Leather; 75c.

CYCLE Wizard B Cameras; size 4x5; one of the latest improved

Cameras; listed \$10.00 WIZARD B Cameras, fit-

ted with extra rapid rectilinear lens; list-ed at \$14..... \$6.00

IMPERIAL Magazine Cameras, hold twelve plates; listed at \$6.00

PRINTING Frames; size 31/2×31/2 and 31/4×41/4; 4C.

worth 7c. each..... STANDARD Ampliscope

Lens; sets of six; \$1.59 worth \$2.25 a set.

SQUEGEE Rollers; 6inch size; worth 15c. SAKS Photographic Plates;

extra rapid; size 4x 42c. DARK Room Lanterns;

ruby and orange 59c.

Saks and Company, Pa. Ave. and Seventh Street. 

An Extreme View. From the Philadelphia Press.

Towns-The city councilmen, I understand, are perfecting a plan to bury all the electric wires. There's some good in

## Saks and Company. NEW PUBLIC LIBRARY

Building in Mount Vernon Square Nearly Completed.

MASSIVE STRUCTURE

CLASSED AS ONE OF WASHING-TON'S ARCHITECTURAL GEMS.

Capacity and Adaptability Equal to Best of Its Class in This Country.

Within about two weeks the new public library in Mt. Vernon Square will be ready for occupancy and those who are to have charge of the institution, if they desire, may assume their duties at that time. The building is practically completed, about all that remains to make it a finished structure being the completion of the handsome white marble stairway leading from the main entrance hall to the second floor. It was at first expected that the structure would be ready for occupancy by the 1st of September, but the fitting of the marble into the staircase and other intricate and tedious work has occasioned some little delay. For all practical purposes, however, the new library will be ready for use by the middle of September, and it is thought that the main staircase will be entirely finished

Workmen are engaged in putting in the mosaic floor in the main entrance hall, which will be used as the delivery room, and the woodwork in several of the rooms is being painted. The walls of the rooms will be tinted with a light grayish-green will be tinted with a light grayish-green and all the apartments are finished with the exception of this tinting. The bookstacks are receiving the touches of the painters' brush and finishing touches are being given to different parts of the building. The machinery for heating and ventilating is all installed and a test of the apparatus will be made within a few days.

dition and will be taken in hand by the superintendent of public buildings and grounds to be graded and laid out in harmony with the architecture of the library. An appropriation of \$10,000 has been made by Conside and the railway tracks is only about 12 inches and the removal of the sidewalk to the line of trees will allow sufficient space for a carriage to pass between the curb and

from the substations of the library may pass. The substations will be conducted on a plan similar to that of postal substations, and after the style in vogue in other large

seen today by an Evening Star reporter, said of the new library:

the building. In fact, I believe the park will be vastly more attractive with the

ture will accommodate 200,000 books, while in the stack room there is space for two more tiers of shelving, which will accommodate 100,000 volumes more. This is all accomplished in the most compact way, and the book space will not encroach upon that necessary for other purposes of the institu-

be rooms for private study, for offices of librarian and trustees, and a sufficient space for cataloguing accessions

A large room in the basement will be used for bicycles, while other spaces in that section of the building will be used for store rooms and various purposes. The en-gine and boiler room is located in a subpasement. Everything about the structure is modern and convenient, and special care has been taken to fit the building for its particular purpose.

racks, etc., has arrived and is stored at the library awalting distribution to the various rooms when the workment have finished their part. The wood trimmings on the interior are of oak and are finished in a dark old English shade.

The committee in charge of the new

library has not definitely decided upon the date for the formal dedication of the structure, but it is stated that ceremony will occur some time during the month of October, when Mr. Carnegie, the donor, will be present and participate in the exercises.

The library commission received yesterday a draft for \$50,000, being the final payment of the \$350,000 denated by Mr. Andrew Carnegie for the magnificent new building. The fund has been handled by the Carnegie steel works at Pittsburg and the commission has drawn upon the corporation for installments from time to time as the state of work de-

# It Means

DUE TO CATARRH, MAKE THOUSANDS OF PEOPLE OBJECTS OF AVERSION. DR. AG-NEW'S CATARRHAL POWDER RELIEVES IN 10 MINUTES AND CURES.

Browne—It would be better still if the people could only perfect a plan to bury the city councilmen.

Sold by F. S. WILLIAMS, 9th and F sts. 18

INDIAN HEAD NAVAL WHARF REPORT OF THE INTERSTATE BEING REBUILT.

Sloop Fitting Out for Service-Parties | Decrease in Capital Stock in Compari-Out for Pleasure - Other

Harbor News.

The United States naval wharf at the Indian Head, Md., proving grounds is being rebuilt and put in thorough order to resist the moving ice during the winter. The entire front of the wharf, against which the steamboats land, is being renewed, and the heavy timbers of the wharf will be replaced where necessary with new

The warehouse which is being built on the new wharf at the Washington barracks for the steamer Kearney will be ready for use in a few days. In it will be stored the supplies and other freight which the Kearney will transport to and from old Fort Foote, Md.

The supply of fresh fish on hand for sale at the 11th street wharf this morning was about the average and prices were as fol-lows: For pan rock, 6 to 8c. per pound; medium rock, 10 to 12c. per pound; bolling rock, 15c. per pound; black bass, 15c. per pound; bluefish and tailors, 3½ to 4½c. per pound; sturgeon, 10 to 12c. per pound; flounders, 3 to 5c. per pound; white perch, 8 to 10c. per pound; small white perch, 5 to 15c. per bunch; catfish, 10 to 35c. per bunch; eels, 3 to 5c. each; spot, \$3 to \$3.50 per barrel; gray trout, \$4.50 to \$5 per barrel, and butter fish, \$3 to \$5 per barrel. Clams are selling at 40c. per hundred and oysters shucked are in demand at \$1.20 per gallon.

The bottom dropped out of the water-melon market at the 11th street wharf this morning. The stock on hand in eighteen or twenty vessels amounts to about 75,000 melons, and prices this morning, as quoted by A. F. Evans, a leading dealer, are \$8 for selected fruit, \$2 for prime fruit, with no

sale for culls at any price.

The mast for the new sloop of Capt.

Thomas Faunce, the vessel which has been lying at Townshend's boat exchange, at the foot of 7th street, for the past six weeks, is completed and is to be put in position in the boat today. The spar is about sixty feet high and will enable the boat to carry a large amount of canvas. The sloop has

not yet been named.

The sloop yacht Frolic, belonging to Judge J. K. M. Norton of Alexandria, has sailed with a party of pleasure seekers aboard from Alexandria on a cruise of ten days to the lower Potomac. All the sum-mer resorts and places of interest along the river will be visited before the party returns home.

Coming and Going. The steam launch Augusta, with a fishing

party aboard from Alexandia, was out for a trip on the river yesterday. Capt. August Calmes was in charge of the boat. The sailing sloop Pattie, belonging to Capt. Jos. Rome, is at Edw. Whyte's boat house at the foot of 7th street for an over-

hauling and repainting. She will cruise along the lower river this fall. While working about the harbor one of the batteaus of the dredge Gray Eagle was caught between two of the pipe pontoons and had its sides badly crushed in. The boat is now at Whyte's boat house

to be given an overhauling.

The sloop Skipjack has been hauled out on the small marine railway at Reagan's boat yard and will be painted and caulked and given a thorough overhauling before going back into the water again. The Skip-jack will be used for cruising on the river. Captain Bailey Reed, commander of the steamer T. V. Arrowsmith, has returned from a visit to the lower river and has again taken charge of his boat.

Mr. George J. Stafford, purser of the steamer Estelle Randall, who has been quite sick for a day or two, has recovered and is again on duty.

The schooner Althea is at the 11th street wharf loading a cargo of fertilizer from T

wharf loading a cargo of fertilizer from T. W. Riley for Norfolk.

The tug Selectman, having a tow of sandladen barges behind her, came into port

yesterday evening. The steamer Dennis Simmons, laden with lumber and shingles from Edenton, N. C., has arrived at Alexandria, and is unloading at the wharf of H. K. Field & Co.
The schooner Sidney Jones, laden with cord wood, has arrived in port from Nomini

for Carter & Clark. The bugeye Smith is at Alexandria loading bricks and building material and will sail today for a lower Potomac port.

The cargo of pine lumber aboard the schooner Walter P. Snow is consigned to Johnson & Wimsatt.

## PARDEE FOR GOVERNOR.

The California Republican Convention Turns Down Gage.

A dispatch from Sacramento, Cal., last night says: The most hotly contested factional fight in the history of the republican party in California came to an end today when the sixth ballot was taken in the state convention for the gubernatorial nom-

When the convention reassembled this morning the forces of Gov. Gage were still hopeful of making some combination whereby the deadlock could be broken, and the opposing forces expected to continue at Reading, Mass., caused by Harvard authe battle along the lines of yesterday. Gov. Gage reached his highest vote on the fourth ballot, when 339½ votes were credit-

ed to him, and on the next he dropped to The end came amid the greatest confusion. When Shasta county was reached in the sixth roll call the Gage people began to cast their votes for Pardee and then the slide toward the Alameda county physician commenced amid an uproar that interfered with the taking of the ballot. Long before San Diego county was reached Dr. Pardee's nomination was assured, and then the Flint men struck their colors and paid Pardee the

compliment of voting for him.

J. O. Hayes of San Jose, one of the unsuccessful candidates, moved to make the nomination unanimous.

Dr. Pardee was called to the platform and made a brief address, thanking the convention and predicting success.

The final vote was: Pardee, 518; Gage, 13;

Flint, 215; Hayes, 47, and Edson, 13. Alden Anderson of Solano county was the only candidate for lieutenant governor and he was nominated by acclamation.

The candidates for chief justice of the supreme court were Chief Justice W. H. Beatty and Charles H. Garoutte. Beatty was chosen by a vote of 430 to 300.

For associate justices Lucien Shaw of Les Angeles and F. M. Angelotti of Marin were nominated on the first ballot. For secretary of state Charles F. Curry was renominated. A recess was then taken till evening.

## ENGLISH VIEW OF PRESIDENT. London Times Discusses Mr. Roose-

velt's Trust Decision. The London Times, in an editorial article discussing President Roosevelt's "decision to appeal from party wire-pullers to the people on the trust question," says: "This is a bold decision if President

Roosevelt is ambitious of a second term, but he is shrewd as well as courageous. We cannot, however, venture to form a judgment of his chances of success against the strong forces arrayed on the opposite side. The American people themselves have no very clear ideas upon this subject, and their political prophets are all at sea in their speculations.
"It is interesting to observe that in Ameri-

ca it is frankly assumed that Mr. Roosevelt's object is to throw a protecting shield over the capitalists, and that his attacks on the trusts are regarded with suspicion by American protectionists.

by American protectionists.

"The result of the struggle between a craving for protection and impatience of monopoly will soon be visible in the United States, and Mr. Roosevelt apparently will have credit for having raised a great issue with conspicuous fearlessness."

Their Names Similar.

The Harry Rosenberg mentioned in yesterday's Star in connection with a report of his wife's becoming hysterical on the street because her husband was released from custody at the Police Court is not Mr. Henry Rosenberg, a prominent business man of Washington, but another party of that name.

Conditions Reversed.

From the Philadelphia Press.

"How's your brother? Last time I saw him he was under the weather."

O! that's all changed now; the weather was a portioning to electricity in put, as there would be serious difficulty in apportioning to electricity the part of capital, labor, charges, etc., that might be fairly due that item as compared with other apportance of the supplementary concerns thus noted have not, however, been included, nor their output, as there would be serious difficulty in apportioning to electricity the part of capital, labor, charges, etc., that might be fairly due that item as compared with other are items of output from the same factory. It is essential to point out that of the shown by that the field of electrical manufacturing is shown by that the fact that the fact water of such criticism.

Massachusetts, Rhode Island and Connecticut—with 816 establishments, produced goods to the value of \$50,476,87. The indication of the shown by the shown by the fact water of the supplementary concerns thus noted have not, however, been included, nor their output, as there would be serious difficulty in apportioning to electricity in apportioning to electricity in apportioning to electricate and the fact water of such criticism.

The Navy Department of the shown by the statistics of electricate and the fact water of such criticism. The Harry Rosenberg mentioned in yes-

# ON THE RIVER FRONT RAILWAY STATISTICS ELECTRIC SUPPLIES

Census Statistics Analyzed and Summarized.

VALUE OF PRODUCTS

FIRST REPORT BY ANY BUREAU ON THE SUBJECT.

date was forty-five, a net decrease of seven Importance of the Dynamo in the Application of Electric Inventions-No Excessive Capitalization.

These figures show a decrease in capital Statistics on electrical apparatus and supstock represented as compared with 1900 of plies gathered during the last census have been analyzed and summarized by Mr. Thomas Commerford Martin, under the direction of Mr. S. N. D. North, and pubthe United States June 30, 1901, was 197,237 miles, this mileage having increased during the year 3,892 miles. The operated single lished in bulletin form. This is the first report made at any census on the subject track mileage in respect to which detailed returns were made was 195,571 miles. This of electrical apparatus and supplies. The industry is of comparatively recent origin, mileage includes 5,606 miles of line on which trackage privileges were granted. Includand some idea of its rapid development may ing tracks of all kinds, the aggregate length of railway mileage was 265,366 miles, an be had from a statement of the value of products reported at the censuses of 1880. increase of 6,582 miles. There were 39,584 locomotives in the service of the railways, 1890 and 1900, which were \$2,655,036, \$19,which was 1.921 more than were in use the preceding year. The total number of cars of all classes in the service of the railways 114,714 and \$91,348,889, respectively. Great, however, as has been this advance in value of products, no figures can convey an adequate idea of the many and constantly ining been an increase of 99,995 in rolling creasing uses to which electricity is put by The number of persons in the employment of the railways of the United States June 30, 1901, was 1,071,169, or an average of 548 means of the apparatus which is here so exhaustively described.

employes per 100 miles of line. As compared with June 30, 1900, the number of employes increased 53,516. The amount of railway capital outstanding was \$11,688,177, Capital Invested. The reports show a capital of \$83,130,943 invested in the manufacture of electrical apparatus and supplies. This sum represents the value of land, buildings, machinery, tools and implements, and the live capital utilized, but does not include the capital stock of any of the manufacturing corporations. The value of the products is returned at \$91,348,889, to produce which involved an outlay of \$4,563,112 for salaries

railway capital outstanding was \$11,688,177,991. This amount, on a mileage basis, represents a capitalization of \$61,528 per mile of line. Of the total capital stated \$5,806,597,104 existed in the form of stock, of which \$4,475,439,721 was common stock and \$1,331,157,383 preferred stock. The amount which existed in the form of funded debt was \$5,881,570,887. The amount of current habilities which is not included in the form of officials, clerks, etc.; \$20,190,344 for wages; \$6,788,314 for miscellaneous expenses, including rent, taxes, etc., and \$48,-916,440 for materials used, mill supplies, ried was 607,278,121, showing an increase freight and fuel. It is not to be assumed, however, that the difference between the aggregate of these sums and the value of the products is in any sense indicative of the profits in the manufacture of the prod-ucts during the census year. The census schedule takes no cognizance of the cost of selling manufactured articles, or of interest on capital invested, or of the mercantile losses incurred in the business, or of depreciation in plant. The value of the product given is the value as obtained or fixed at the shop or factory.

#### Patents Issued.

The status or activity of a manufacturing of passengers killed during the year was 282 and the number injured 4,988. The industry may be fairly gauged as to pronumber of persons other than employes and gressiveness by the number of patents issued in regard to its processes. Viewed from this standpoint, the electrical arts are seen to have maintained for fifty years past, and particularly during the last quarter of a century, a steady stream of new and radical ideas, demanding the protecand radical ideas, demanding the protection of the United States patent office for the investments of capital during those earlier years of effort required to reduce a crude primitive device to a perfected piece of apparatus. According to the interesting report of Mr. J. S. Seymour, United States commissioner of patents for the vester of patents. commissioner of patents, for the year end-ing December 31, 1895, it would appear that in the class of electrical generation up to that time 3,117 patents had been issued in a period of twenty-five years. In the class of electric railways, 2,010 patents had been issued; in that of motive power, 1,183; n electric lighting, 3,622; in telegraphy, 3,205; in telephony, 2.459; in electrical signaling, 1,934. It would thus appear that in these seven principal classes 17,539 patents have been taken out in a period of twenty-five years. These classes are, however, not entirely comprehensive of electrical work. which ramifies into so many other branches of industry.

Activity of Inventors. It would appear from the later records of patents issued in the more specific electrical classes that during the four and a half years from 1896 to June 30, 1900, no fewer than 6,796 patents were issued, evidencing a great rise in the activity with which electrical inventors were still prosecuting their endeavors in these newer fields of discovery and application. It is also interesting in this connection to note that electrical inventors are at the head of the list of those who had taken out more than teresting in this connection to note that electrical inventors are at the head of the list of those who had taken out more than list of those who had taken out more than 100 patents during the years 1871-1885, inclusive. Thomas A. Edison being credited with 711 and Elihu Thomson with 394, these two heading the list of the twenty-five most prolific inventors in all fields. Others of great activity are enumerated as follows: Edward Weston, 274; Charles E. Scribner, 248; Charles J. Van Depoele, 244; Rudolph M. Hunter, 228; Rudolf Eickemeyer, 158; Hiram S. Maxim, 131; and Sidney H. Short, 111. These are but typical meyer, 108; Hiram S. Maxill, 161; and Sid-ney H. Short, 111. These are but typical, however, of the work being carried on, for since the period named other men have come to the front in the electrical field under whose numerous patents a very large amount of the manufacturing of the day

is done.

Per Capita Investment. The amount of money spent each year by each member of the community for the necessities of life and its luxuries affords a measure of the extent to which the various arts and industries rank in importance in promoting the comfort and welfare of the public. It would seem, from the foregoing investigation, as well as from the statistics that follow, that the average annual expenditure on electricity in the United States for each individual of a population not far from 75,000,000 was \$7. Of this amount about \$1.25 per head would represent the demand for electric apparatus and supplies; the income of the electric traction com-panies would reach not less than \$3 per head, while that from electric lighting would reach about \$1.50. The returns avail-able would also indicate that not less than 75 cents per head would represent the expenditure on telephone service, and 50 cents per head the outlay for telegraph, fire alarms and kindred work. These values, which are conservatively put, are, however, rapidly increasing. At least one explanation of the rapid rise of the United States to its present position in international affairs and among the manufacturing na-tions may be found in this manifest will-ingness of its people to pay as much for electricity as for bread.

Importance of the Dynamo.

Up to the period of dynamo development and utilization electrical manufacture depended for its resources of current upon primary batteries. When it is considered that the zinc consumed in a battery costs | about twenty-five times as much as the coal burned under a boiler, some of the harsh limitations imposed by the earlier conditions will be perceived; for with the battery there is no possible production of current economically, either in great volume or at high pressure. With the perfection of the dynamo, and its production as an ordinary piece of manufactured apparatus, great new arts at once sprang into being, the transition being so sharp and sensational that in the figures of the present report, covering \$100,000,000 of apparatus, at least 75 per cent of the manufactured goods belong in classes that were unavailable to the public in the days of the primary battery, and would still be inaccessible if it were still the sole source of current supply. current supply.

Number of Establishments. In 1900 there were 580 establishments. with a capital invested of \$83,130,943, and with a total output, including custom work

and repairing, of \$91,348,889. In the course of the investigation the returns of 712 esner stones. The senator says he does not know whether he will lay the corner stone ablishments were considered, all of which Trimming Hat | BIO-812-814-72 Street = 715-Market Space =

McCall's Fall Patterns are ready here.

Monday being Labor Day, the store will close at 1 P M.

Great lots of summer merchandise and wearables, and a considerable quantity of new stuffs, including jackets, suits and millinery for early fall wear, will be sold during this

## Green Ticket Sale

tomorrow at most surprisingly low prices, making bargains of the most sensational character.

48°. for 89c. and 98c. Skirts.

20 Women's Skirts, embracing Blue Skirts, with white dus, trimmed with blue and black braid, and Linen Skirts, trimmed with white and blue duck; also few Misses' White and Black Polka Dot Skirts, trimmed with braid—Sbc, and 9Sc, formerly—for 4Sc. \$2.48 for \$4.48 and \$5.48 Skirts. 12 Pure Linen Skirts, trimmed with tucks—with yoke effects and flounce bottoms—some made with new drapery effect trimmed with braid-formerly sold for \$4.48 and \$5.48—to be closed out at \$2.48.

\$3.25 for Covert Cloth Jackets. The newest fall siyle Covert Coth Jacket-made box effect and lined throughout; also Black "Eton" Jackets, trimmed with moire and plain. Green Ticket price, \$3.25.

\$4.48 for \$8.48 Eton Jackets. Eight Silk and Meire Eten Jackets some trimmed with black and others with white moire vests—formerly sold at \$8.48, for \$4.48.

\$7.98 for Women's New Fall Suit New Fall Suits. Let of Women's New Fall Suits, embracing Suits of broadcloth, serges, Venetians, chevlots and many fall novelty fabrics, in black and all colors, and with the different styles of jackets; suits which will be sold for \$12, will be offered tomorrow at \$7.98.

98° for \$1.50 White Pique Hats. The newest White Pique Hats, trimmed with white mull and veilings of a variety of colors, for 98c, instead of \$1.50. We can trim these to your liking.

69c. for 89c. & 98c. Felt Hats. Newest effects in Felt Hats, in federa shapes, in tan, gray, blue and new two-tone effects, and rolling-brim satiors, in gray, tan, red, green and two-tone effects S9c, and 98c, elsewhere, at 69c.

Ready-to-wear Pique, Linen and Duck 55c. Hats = - - 55c. Stylish Pique, Linen and Duck Ready-to-wear Outing Hats-white trimmed with black, white trimmed with green, white trim-med with blue and all white trimmed with satlu and velvet, with bound edges and fin-ished with buckle and quills-are sold up to \$1.25 elsewhere. Green Ticket price, 55c.

Choice of these \$5 \$2.95 Walking Skirts. Lot of Women's Walking Skirts, in blue and black-made with strap seams, heavily stitch-ed bottoms-\$2.95 instead of \$5.

Cloth Reefers, 79c. Small lot of Cloth Reefers, large pointed collars; also square collars, with rows of narrow braid; sizes are broken. Reefers sold up to \$2.00. Green Ticket price, 79c. Child's Duck Hats, 15c. One lot of Colored and White Duck Hats, buttoned crowns. Green Ticket price, 15c.

Child's Hats, 39c. Small lot of Children's Mull Hats, with fancy straw trimming, ribbon and lace trim-ming; only five in this lot. Marked \$1.50 and \$1.25. Green Ticket price, 39c.

Child's Reefers, 19c. Children's Pique Reefers, with wide sailor collars, finished with fancy braid; 1 to 4 years. Green Ticket price, 19c.

Waists, 49c. All of our White and Colored Waists, regardless of price, will go temorrow at 49c. Sateen Skirts, 87c. One lot of Black and Colored Sateen Skirts, with six pinked ruffles around bottom. Sold elsewhere at \$1.25. Green Ticket price, 87c.

\$1.00 Kimonas, 59c. Odds and ends of Long Kimonns, with p ain-colored borders, made of white lawn, Regular \$1.00 value. Green Ticket price, 59c. \$1.00 Corsets, 69c. Closing out our entire stock of Warner's Corsets; brands Number 62, 67, 52 and "Gayety." These are short and medium waists and our most gapular numbers. Worth \$1.00. Green Ticket price, 69c.

Green Ticket Bargains in Muslin Underwear. Odds and ends of slightly soiled Corset Covers, Drawers and Infant Slips; Corset Covers of cambric and nainsook, Torchen and Valenciames lace trimmed; also embrodery trimmed neck and armhole; all French style; Umbrella Drawers with rudles of hemstitched lawn, and also Drawers with embrodery ruffles. Goods sold up 10°C. Odds and ends of slightly soiled Underwear, including Corset Covers, Drawers, Skirts and Gowns; Covers made French style, with whole front of lace, also yokes of fine embroidery. Goods in this lot 30°C.

Domestics.

One let of Bleached Sheets, hand-tern and irened; 54x90 size; regular 50c. 35c. One let of Fancy Lace Scrim; regular Sc. grade. Green Ticket 51/2C. One lot of Fancy Cretonne, in light and dark effects; regular 10c. quality. 61/2 C. One lot of Flannelette, in dark and light grounds; beautiful assortment of colorings; bought to sell at 124c. Green 878c. Odds and ends in Turkish Bath and Honeycomb Towels, colored borders and fringe; 36x18 size. Green Ticket 678C. Short lengths of yard-wide Percale; cut from 10c. and 1214c. grades. Green 51/C.

One let of Dress Ginghams, mostly dark effects; "Toille du Nords" and A. F. C.; usual price, 1214c. and 15c. Green 91/C.

One let of Fancy Striped Woolen Walst Material, colored grounds; latest effects in stripes and dots; suitable for early fall walsts; really worth 59c. Green 19C.

Blankets.

One lot of 10-4 Blankets, with deep colored borders; bought to sell at \$1.25. SOC. Another lot of part Wool Blankets, fancy borders; 12-4 size; bought to sell \$1.21

<u></u> J. Pels' Sons, Successors to Heilbrun & Co.

Unloading Sale Heilbrun's Shoes. Special Prices

Friday and Saturday.

BARGAIN TABLE SNAPS:

A big lot of Ladies' Black and Tan Hand-sewed Oxfords; sizes some-what broken. Herl-

Any Ladies' High or Low Shoes and Colonials, in patent leather, patent kid, in the store. Heil-

500 pairs of Ladies' Hand-turn Hand-welt Patent Leather, Vici Kid and Box Calf 9x-fords, Heilbrun's price, \$2.50. To un-lond—

A mixed lot of Boys' and Girls' Shoes and Strap Slippers; sizes 816 to 11. Heilbrun's prices, \$1.00 to \$1.50. To unload—

Kid and Patent

Leather Shoes, all

A SNAP FOR THE MEN:

prices, \$2.00 to \$3.50. To unload—

skin Extension-sole Oxfords. Heilbrun's price, \$3.00. To un-\$2.19.

French Patent Calf-

Guaranteed Pat-ent Coltskin Shocs and Oxfords, very neat shapes. Hellneat shapes. Heil-brun's prices, \$3.50 to \$5.00. To un-load— \$2.69.

\$2.39. J. Pels & Sons,

Successors to Heilbrun & Co.. 402 and 404 7th St. N.W.

<del>\*</del>

material used in electrical manufacturing | York, Philadelphia, Boston and Chicago, establishments very little is purchased in "raw" or crude form. The returns show that materials valued at no less than \$46,-272,533 were purchased in partially manufactured form.

States That Are in the Lead. Nineteen states are separately enumerat-

ed in the general returns, New York leading the list with 134 establishments, Illinois coming second with 82 and Ohio and with 64 and 63, while Massachusetts has no fewer than 54. On the other hand, in gross value of output Pennsylvania heads the list with \$20,967,587, as compared with \$17,697.

To New York, \$11,641,177 for Illinois mulcted, on account of the reparation of losses and the steady carning of a profitable Jersey has also an excellent standing as a producer of electrical apparatus, with 35 establishments, showing a value of \$7,380,-139, or more than Ohio, with \$7,036,163.

The preponderance of the eastern states in the field of electrical manufacturing is but the statistics of electrical manufactu

there are only six establishments reported of over 1,000 hands, while 322 employ between 5 and 50, widely scattered all over the Union.

No Excessive Capitalization.

The general figures do not reveal env tendency to excessive capitalization, for the capital of \$83,136,943 is actively employed in producing a yearly product greater than itself in the census period by \$8,000,000. This losses and the steady carning of a profitable income. It has been asserted in economic ing would appear to be quite clear from such criticism.

The Truxton Accepted. The Navy Department has accepted the torpedo boat destroyer Truxton, which was

by the 1st of October.

Rubbish Removed. Already considerable of the rubbish incident to the construction has been cleared away and in a short time the contractors will remove the fence inclosing the park. The ground is, of course, in a rough congress for the carrying out of this work. The sidewalk on the south side of the park. next to the car tracks, will be removed and placed along the line of trees which extend the whole length of the park. The space between the curbing along the south

The main entrance of the building will face the south. The approach will consist of three series of platforms and steps, extending from the pavement to the doorway. The immediate approach to the front en-trance has been completed and forms a part of the building. Just before the steps leading to the doorway are reached there is a large semi-circular stone bench, or exhedra, where visitors may rest if they desire. On the back of this bench are carved the words: "A University for the People."

In the rear of the building is an inclined circular driveway with retaining walls, where the wagons conveying books to and

Mr. Green's Views of Building. Mr. Bernard R. Green of the Library of Congress, who is superintendent of construction of the Carnegie institution, when

"I think this building will be regarded as one of the architectural gems of the city. It has a splendid location in a beautiful park. embowered in a small forest of some of the finest trees we have in the city. When the whole work is completed, the building uncovered by the removal of the inclosing fence and the park is laid out and graded it will be found that the space of the park has not been seriously encroached upon by

building in it than it was before. "The capacity, arrangement and adapta-bility of the building for its purposes will be equal to the best municipal public libraries of the country. It has been designed with a great deal of care with this object in view. The building will have a capacity for as many volumes of books as will ever required of it in this city, where ready access can be had at any time to the Library of Congress for those rare and sel-dom used books which are less frequently called for. As now arranged the new struc-

Public Reading Rooms. "The public reading room will be in the east end on the main floor, while the children's reading room will be in the west. The newspaper room will be in the cast end on the second floor, and the large room opposite will be used as a lecture hall. In addition to these large rooms, there will

'The building is massive and strong, as befits a monumental design for a permanent building in the nation's capital. No attempt has been made at ornamentation, but the library will be a handsome and imposing

Furniture and Finishings. All the furniture, such as tables, chairs,

The Final Payment.

## Ostracism. FOUL BREATH AND DISGUSTING DISCHARGES.

Hon. George James of Scranton, Pa., says: "I have been a martyr to Catarrh for twenty years; constant hawking and dropping in the throat and pain in the head, very offensive breath. I tried Dr. Agnew's Catarrhal Powder. The first-application gave instant relief. After using a few bottles I was cured."

for the year of 30,412.891.

The number of tons of freight carried during the year was 1,089,226,440, a dectease of 12.453,798 being shown. The gross earnings from the operation of the rail-ways in the United States were \$1.588,526,ways in the United States were \$1,588,526,-037, being \$101,481,223 more than for the fiscal year 1960. The operating expenses were \$1,030,397,270, having increased in comparison with the year preceding \$68,-968,759. The total number of casualties to persons on account of railway accidents was 61,794, the number of persons killed having been 8,455 and the number injured \$13,339. Of railway employes 2,675 were 53,339. Of railway employes 2,675 were killed and 41,142 were injured. The number

#### DEATH FROM AUTOS. Partial List of Victims Killed by the Machine in Ten Months.

From the Philadelphia Press.

passengers killed was 5,498; injured, 7,209.

Following is a partial list of fatal automobile accidents which have attracted attention within ten months past: October 20, 1901-Frederick H. Benedict's machine ran into a bowlder near Stockridge, N. Y., killed the owner, a son of E. C. Benedict, and severely injured Grenville

December 27, 1901-Metropolitan Express in East 30th street, New York city, killing George Nantel, injuring John McCluskey and bruising three women.

January 2, 1902-New York Electric Vehi-

e Company's auto ran over Joseph Henry, fourteen, at 5th avenue and 18th street, New York, killing him instantly. February 4-Electric auto cab ran over rs. Anna Barbara Klinge of No. 103 West 58th street, New York, killing her instantly February 12-Edward R. Thomas' "White shost," purchased from W. K. Vanderbilt , instantly killed Henry Thies, seven, on Convent avenue at 130th street, New York March 19-Dr. Joseph Fewsmith's auto

scared a horse in Newark, N. J., and Farmer Michael Fohs was thrown from his wagon and killed.

May 22-Henry L. and Frederick Blum scared a horse attached to a lawn mower in Hackensack, N. J. John Krieger was hurled from his seat and terribly cut and torn by the revolving blades of the mower. Richard Henches was knocked down by the horse and killed instantly.

May 25—Robert B. Holmes' auto ran down and killed Charles Whitman while he was riding a bicycle near Paterson, N. J.

May 31-Baker's "freak" electric auto, while breaking a world's record on Staten Island, killed Andrew Featherstone and injured nine others, three of whom afterward died.

June 7—Charles and Clarence Haag, seven and five years old, were killed in a runaway tomobilists. June 11-Baron Georg von Bleichroeder was ground to pieces underneath his motor car, which dashed into a stone wagon near Cologne, Germany. June 15-Edward C. Johnson of Little Falls, N. H., was instantly killed by his runaway auto dashing into a tree.

July 10-D. Thorpe Munro, a marine en-gineer, was run down and killed at New Haven, Conn., by Henry W. Dupuy's auto. July 13-Cora Willard was burned fatally and two other children severely by the ex-plosion of an auto of the Providence Automobile Transportation Company at Providence, R. I.

August 5—Frederick Tailor, a colored boy.

of No. 219 West 61st street, New York, was

run over and killed instantly on the west

drive in Central Park by an unknown automobilist. August 6-Martha Seberta, sixteen years old, was killed in East New York by a package delivery auto belonging to a department store. August 14-Mr. and Mrs. Charles L. Fair of San Francisco were killed instantly by the wrecking of their automobile while on the way from Trouville to Paris. August 23-Evelyn Gough, five, was rur

bile company's vehicle.

August 26—Frank J. Matthews of Jersey
City and Mrs. J. H. Cobb were killed by
their auto falling thirty-five feet into a railroad cut. HANNA MAY JOIN THE UNION.

over and killed at 1st avenue and 26th street, New York, by a New York automo-

Will Have to if He Wishes to Lay a Corner Stone. A special dispatch to the Baltimore Sun from Cleveland, Ohio, yesterday says: Rules which Business Agent Millson of the Bricklayers' Union announces will be applied will make it necessary for Senator Hanna to join the Bricklayers' Union and get a working card before he can lay the corner stone of the great building the Salvation Army is about to erect for its religious work here. Senator Hanna was one of the most gen-

was selected to lay the corner stone. The building trades unions are pledged not to allow members to work on any building on which a non-union workman has been em-The requirement is the same as that in Chicago when President McKinley joined union before laying the corner stone of the federal building. Millson says Hanna can be elected an honorary member of the Bricklayers' Union and given a temporary working card. Then he will have an indis-putable right under their laws to lay cor-

erous contributors to this new citadel and

embraced some product of an electrical nature, bringing the value of such product up to an apparent total of \$104,738,719. The